

Towline

"**TOWLING,**" published by Seattle Glider Council. "TAPS FOR THE TOWPLANE. The L-5 Towplane, jointly owned by Shelby Sullivan and Rev. Allender, which has been doing such a noble job of glider-pulling all year, is out of circulation for a good long time. It was on the way to California two weeks ago, piloted by Sully with Nancy Nordstrom as passenger, and was in the downwind leg of the pattern at Salem, Oregon, when it was rammed from below by another airplane.

"The impact broke the propeller, knocked out the windshield, smashed the instrument panel, knocked off the landing gear, cut one rudder cable, bent the elevator push-rod so that there was only limited elevator control, and bent the struts supporting one wing. The L-5 was also knocked into a flat spin at 800 feet altitude. Sully did a superb job of flying what was left. He recovered from the spin to find himself pointed at a house, and managed to miss that and belly-slide for 800 feet into an open field. He was only shaken up in the crash, but Nancy got a cut on her head that required sixteen stitches.

"Post-crash examination of the L-5 revealed that the proper procedures had all been followed. The magneto switches and the master switch were off, and the mixture control was in idle cut-off. Other details incidental to shutting down had also been observed. Sully doesn't remember doing all of this, since he was also pulling the ship out of the spin in the short interval between collision and crash landing, but it is an excellent example of how good flying habits pay off in emergencies."

"**WURTSBORO THERMAL.**" Published by M.A.S.A. Wurtsboro, New York. "We are proud to have at Wurtsboro the first privately owned Hummingbird, which has been bought by George and Margaret Downsbrough. It's a beautiful ship to look at and to fly—with the engine folded away there is no doubt about it's being a sailplane and a very fine one. The care of design and construction are quite evident, from the flush riveting and fine surface of the fabric parts, to the ease of assembly, to the myriad of tiny details too numerous to mention here. Visibility from both cockpits is excellent—the panel is set low in the forward seat so that one gets the feeling of being out there alone, and the rear cockpit is forward of the wing. George had the radio antenna built into the vertical fin, so that the only protruberance is the small venturi for a constant energy variometer.

"The engine does a very adequate job of getting the ship into the air, although it sounds like an outboard motor and is loud enough to have attracted the attention of our Wurtsboro friends. A flick of the switch and the engine rises or settles, this operation taking 16 seconds. The doors close back into the fuselage even when the engine is up, eliminating drag. The engine starts from the front cockpit in a manner similar to an outboard, and can be just as much of a dog to start, unfortunately.

"...In design, construction and performance, an outstanding job has been done here, and Ted Nelson and Harry Perl have every reason to be proud of themselves."

"**THE THERMAL.**" Published by Southern California Soaring Association, Azusa, California. "NEW CANADIAN ALTITUDE RECORD. On Saturday morning of Labor Day week-end two quiet gentlemen from Canada unobtrusively arrived at El Mirage, California. Amid the scurry created by the conclusion of the SCSA Contest, they made arrangements to do some soaring. In routine fashion Frank Brame of the Toronto Gliding Club checked out in the Cinema and after the gliders from the contest were all in the air, he proceeded to establish a new Canadian National Altitude record of 12,615 feet.

"On Sunday, Stan Harper, also from the Toronto Gliding Club, and Frank flew to a new two-place Canadian National Altitude Gain record of 11,111 feet. Actually this flight topped 18,000 feet before leaving the thermal while still going up at 600 ft. per minute. Both flights were accomplished without oxygen. Unfortunately the barograph performed faultily during the two-place flight and stopped recording at 3600 meters. Congratulations are proffered to Frank Brame and Stan Harper and a hearty wish that they and all of our Canadian soaring friends will feel welcome and anxious to visit El Mirage whenever they can."

"**NEWSLETTER 55-8.**" Published by the Soaring Society of Dayton, Inc. "During the month the SSD Trustees negotiated for a Schweizer 1-19. The Peoria Glider Club had the glider complete with trailer for sale. Bachtell and Allen went over in Lin's Swift to look it over on the 28th of August and made a deposit on it. Ray Barrett and Willi Langhammer went over on the 3rd of September and trailed it back to Richmond Municipal. Needs a little work but looks like a good deal. The 2-22 and the 1-19 use the same type trailer, so this gives us a trailer to go with the 1-26. Now who is ready for a 1-26?"

"**JET STREAM.**" Published by the Ohio State University Buckeye Glider Club. "SMOOTH WINCHING. Those of you who have been flying lately with us no doubt noticed a new smoothness in winching operation. Orchids to Paul Snyder of Mt. Vernon, Ohio, who made available to the club a fine dynaflo unit.

"Mr Snyder, who is a flying enthusiast himself, has behind his used auto establishment, a flying field which we believe was built to exclude amateur pilots. To land on this small field one would have to either have a great amount of experience as a private pilot, or at least have several years of aircraft carrier duty behind him. Mr. Snyder lands his Cessna 170 with plenty of room to spare.

"Mr. Mark Savage, who is the state airport inspector and uses Mr. Snyder's field occasionally, brought to Mr. Snyder's attention the fact that the club needed an engine with dynaflo for a glider winch. Mr. Snyder told Mark to send out a few willing workers to remove the engine from a wrecked Buick. With Mr. Snyder's help, Ben Harlamert, Jack Norton, Robbie Robinson, and Dick Batts removed the engine and brought it to Don Scot Field where it was mounted on the winch by Ralph Turner, Ben Harlamert, Jim Greshel, Jim Brock, Chuck Barker, Bob Oberlin, Jim Waltz, Jerry Swope, and a few other ambitious members."

"**SPIRALS.**" Bulletin of the Texas Soaring Association. "A BEAUTIFUL SILVER 'C.' An extra beautiful one this time, TSA's own Secretary, Betty Jean Reynolds. Betty did her distance Sunday to Denton in the Club TG-2. The Senator retrieved her with the Waco. She reported no difficulty in reaching her goal but some trouble on the return, having to hold the stick forward with both hands and one foot to avoid climbing too high above the tow ship. Betty is the first T.S.A. feminine pilot to achieve the coveted Silver "C" and the first in the country in recent years. T.S.A. is very proud of her and would give a nine-gun salute if we had nine guns."

"**THE DOPE.**" Newsletter of the Rochester Soaring Club, Inc. "EMBLEM—The RSC is in need of an emblem. We could use it in a number of places. Anyone of you fine folk who has an idea on a simple, easily made, symbolic, funny or serious combination of character or symbols that could be used for an RSC emblem, speak-up. We need one. If we select one of your suggestions, we will give you a prize—i.e. we will use it."

"**BULLETIN #2.**" Published by the Michigan Soaring Association, Detroit, Michigan. "FLIGHTS OF NOTE: Ray Jackson and Chuck Hauke took off to the northeast and landed 78 and 47 miles from Big Beaver. Both could have gone much further, but this would have involved going into either Canada or Lake Huron. Neither of such routes is recommended. This unfortunate geography frequently limits our cross country flying in the Detroit area.